



WORKING PAPER FOUR:

Final Draft, 6/20/00

VISION STATEMENT - GOALS AND OBJECTIVES

Introduction

The Regional Off-Street System (ROSS) Plan, initiated by the Maricopa Association of Governments, will reveal a region-wide system of off-street pathways for travel by bicyclists and pedestrians. Throughout the MAG region, numerous opportunities for off-street travel by people who walk and bicycle exist along areas such as canal banks, utility line easements and flood control channels. These types of rights-of-way and easements are found throughout Maricopa County and intersect numerous arterial streets where local daily destinations are typically located. The goal of the ROSS plan is to help make bicycling and walking viable options for daily travel trips using off-street opportunities.

The possibility of developing and expanding travel options for people who bicycle and walk is exciting and offers many benefits to residents in the Valley. These benefits include reduced traffic congestion and air pollution from less local trips made by automobile, and improved health and well-being that comes from regular exercise. While not all trips can be replaced by bicycling and walking, many can, such as walking to work or the bus stop, children riding bicycles to school, errands to the grocery or video store, and after-school sporting activities. The ROSS plan will identify issues associated with multi-use pathways, identify corridors which could be used for pathways, and provide an analysis of three sample projects. In addition, creating the plan will help provide support for federal transportation funding requests.

This working paper, the fourth in a series of working papers, presents a vision statement and goals and objectives for the ROSS plan. The vision statement, goals and objectives were developed in consultation with the MAG Regional Bicycle Task Force and Pedestrian Working Group, and the stakeholders who participated in the Regional Trails Forum. The vision statement paints a picture of what will be in the future, once the plan is implemented. The goals and objectives provide direction for developing the vision of the future while addressing the issues and optimizing opportunities identified in the previous working paper.



Vision Statement

Residents of the MAG region have safe, convenient access to an attractive, multi-use, non-motorized transportation system that provides a viable alternative to driving for local trips, such as trips to work, school, shopping and leisure activities.

The previous working paper identified issues and opportunities in creating viable off-street options for daily travel trips for residents in the MAG Region. To adequately address the issues identified and optimize the opportunities of an off-street non-motorized transportation system, the plan will consider five elements:

- ▶ Accessibility
- ▶ Safety
- ▶ Connectivity
- ▶ User-Friendly
- ▶ Implementation

Goals and objectives for each of these elements were developed in consultation with the Regional Bicycle Task Force, the Pedestrian Working Group and participants in the Regional Trails Forum. The goals and objectives are presented below.

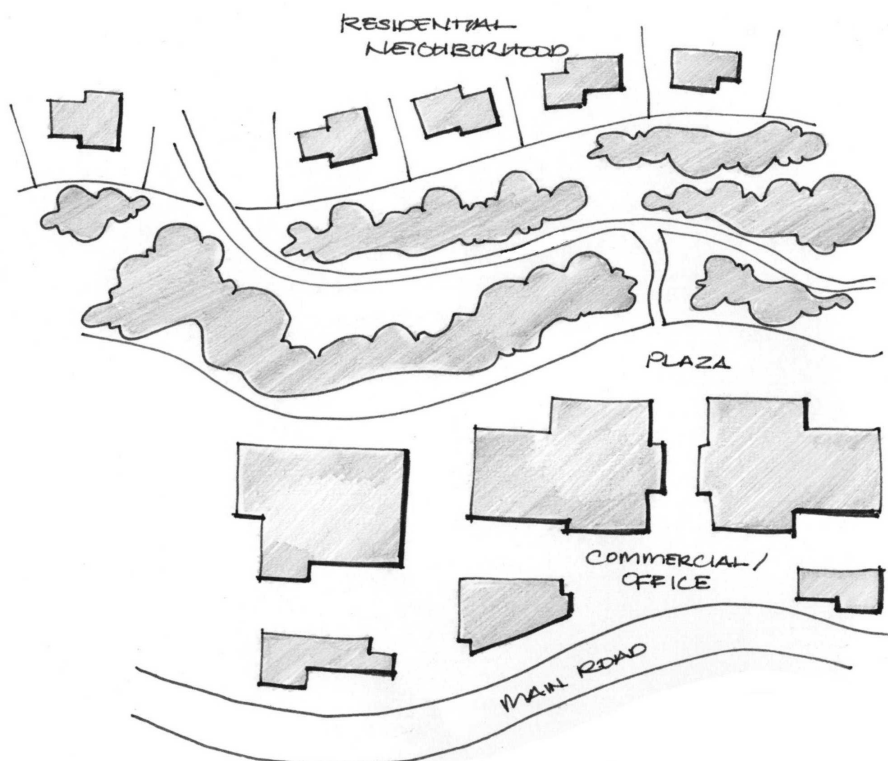


ACCESSIBILITY

Goal: Provide sufficient, convenient access which is highly visible.

Objectives:

- ▶ Use design techniques such as signage and landscaping, to make access points more visible to potential users.
- ▶ Remove or alleviate barriers to non-motorized travel
- ▶ Design an off-street pathway system that provides a sufficient number of access points to make the system accessible to as many people as possible, bearing in mind that local trips are usually less than 5 miles.
- ▶ Ensure that design for the system meet or exceeds ADA requirements.
- ▶ Encourage land use patterns which place origin and destination points within reasonable walking and bicycling distance of one another.



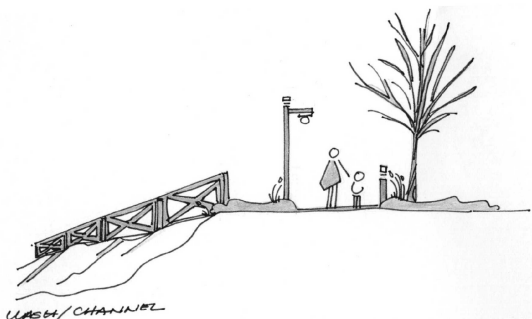
Residential area linked to Commercial/Office space using an off-street route.



SAFETY

Goal: **Develop an off-street system of pathways that is safe for a variety of users.**

Objectives:



Lighting and guardrails are examples of safety features that might be considered.

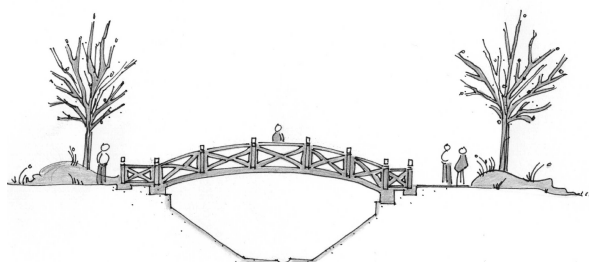
- ▶ Design multi-purpose corridors to meet non-motorized transportation needs without infringing on the original purpose of the corridor.
- ▶ Encourage the use of Crime Prevention Through Environmental Design techniques to address the issue of personal safety.
- ▶ Address issues of safety related to developing in various rights-of-way through design guidelines.

CONNECTIVITY

Goal: **Make appropriate connections that will link origins and destinations using the existing on-street systems and other modes of transportation.**

Objectives:

- ▶ Connect origins and destinations with continuous and direct off-street routes to encourage non-motorized travel.
- ▶ Develop design tools to minimize barriers to riding a bike or walking along pathways.



It may be necessary to cross barriers to make appropriate connections



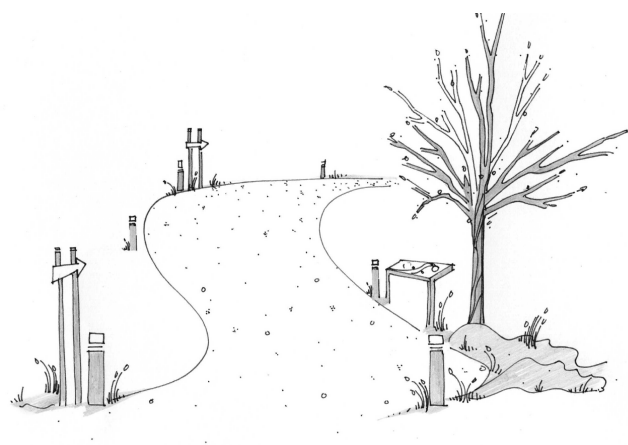
- ▶ Connect paths to and cross arterials and collectors safely and effectively.
- ▶ Link the off-street non-motorized transportation system with the on-street system (such as bicycle lanes and wide outside lanes along arterial streets) and other modes of transportation (such as bus routes, light rail, and park-and-ride lots) to optimize opportunities for travel by bicyclists and pedestrians.
- ▶ Identify obvious gaps in the existing system of off-street pathways and develop methods to eliminate these gaps to encourage bicycling and walking.

USER FRIENDLY

Goal: **Develop a system of pathways that considers the needs of users and potential users (is “user-friendly”).**

Objectives:

- ▶ Design attractive and appropriate facilities based upon user needs, surrounding land uses and community character.
- ▶ Provide an appropriate level of amenities for non-motorized users to encourage bicycling and walking and to meet user needs, such as drinking fountains, rest areas, signage, lighting, shade, etc.
- ▶ Minimize conflicts between users by employing appropriate design techniques.
- ▶ Maintain pathways to keep them clear of debris.
- ▶ As much as possible, address issues related to secure bike parking facilities through design.



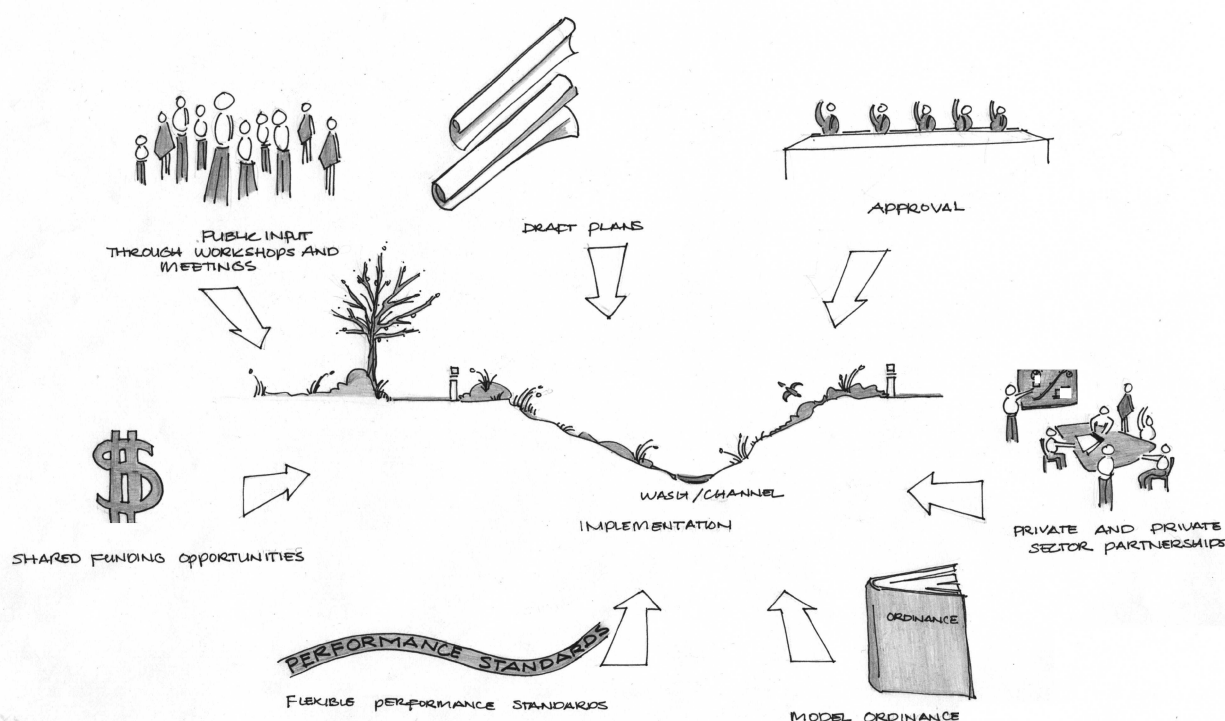


IMPLEMENTATION

Goal: Achieve a truly regional system of off-street pathways by assisting MAG member agencies in developing portions of the off-street system that fall under their jurisdiction.

Objectives:

- ▶ Create partnerships with private and public sector organizations to encourage the development of non-motorized transportation facilities that will meet the needs of the community without infringing on the original purpose of the right-of-way.
- ▶ Encourage funding of projects which provide off-street travel opportunities in areas where expansion or retrofit of on-street facilities is cost prohibitive.
- ▶ Identify potential solutions to resolve issues associated with developing pathways and trail systems in corridors and rights-of-way, such as operations and maintenance, in the ROSS Plan.
- ▶ Develop flexible design standards to deal with a variety of circumstances that may be encountered when developing in rights-of way with size constraints or policy constraints.





- ▶ Develop a model ordinance for MAG member agencies to incorporate into planning and review processes for developer provision of easements and development of critical pathway segments.
- ▶ Consider and identify creative ways and approaches to implementing the system, such as shared use agreements, model ordinances and shared funding opportunities.
- ▶ Promote the system as a viable alternative to driving.